

FIG. 1

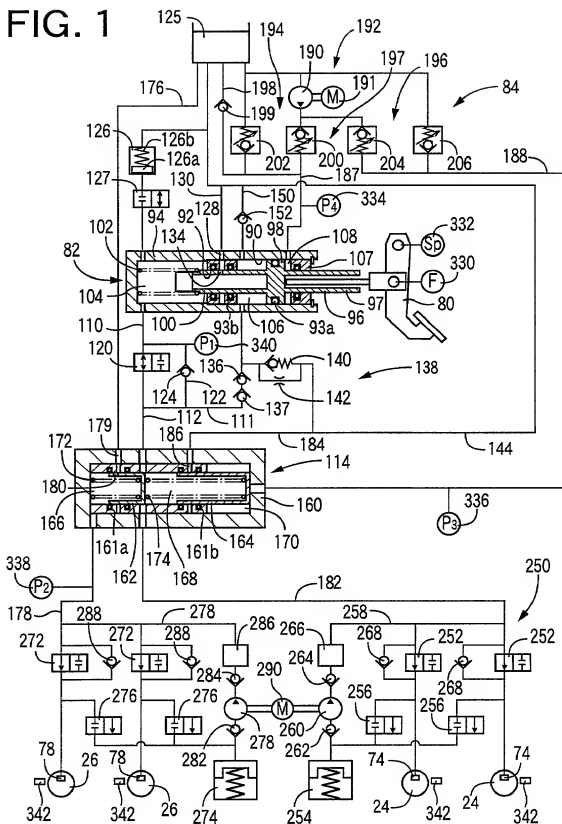


FIG. 2A

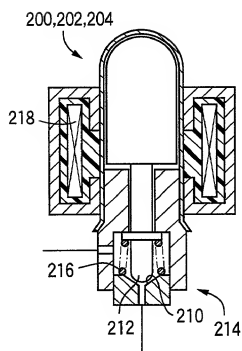
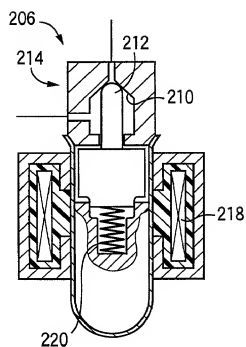
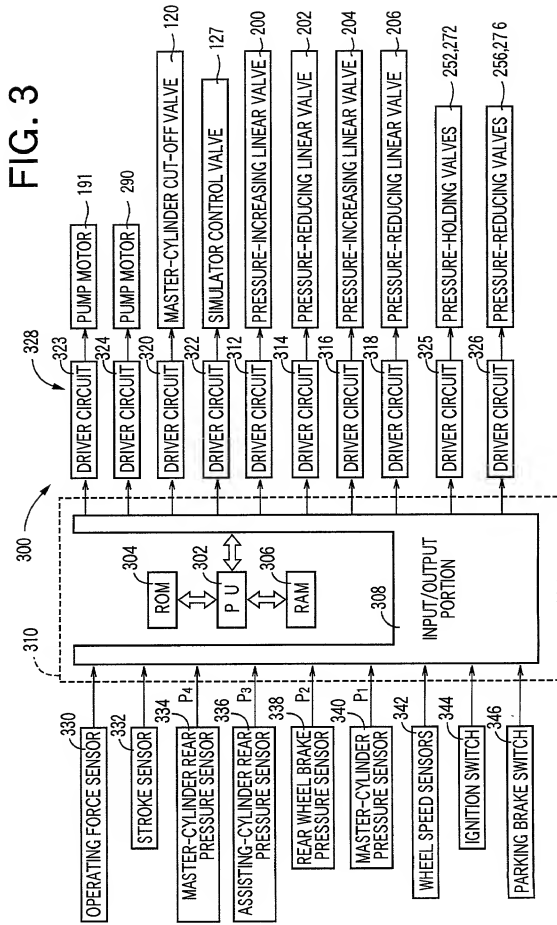


FIG. 2B





# FIG. 4

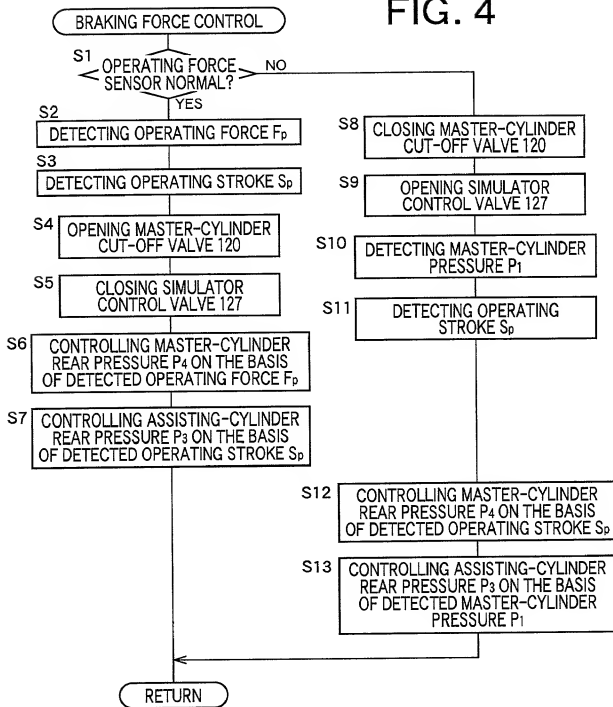


FIG. 5

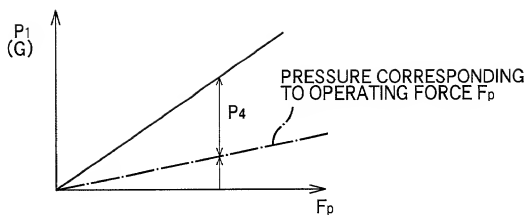


FIG. 6

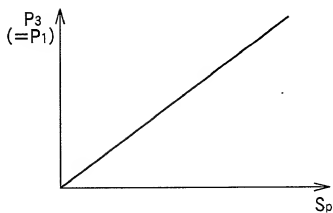


FIG. 7

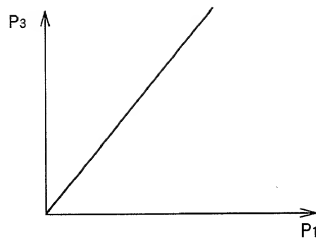


FIG. 8

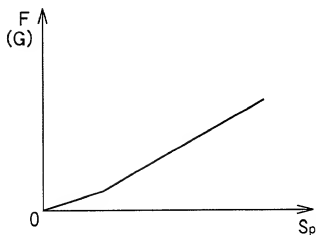


FIG. 9

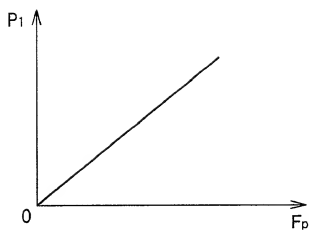


FIG. 10

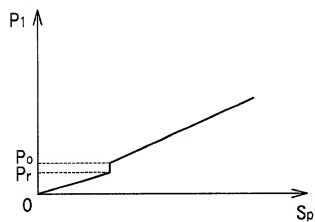
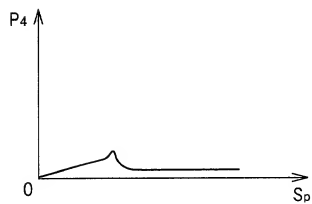
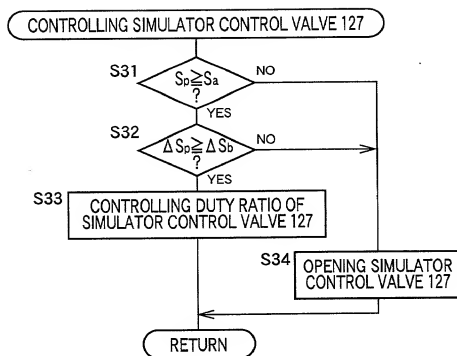


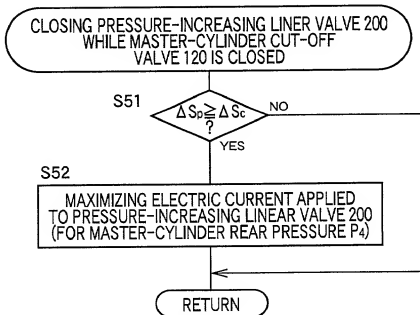
FIG. 11



# FIG. 12



# FIG. 13





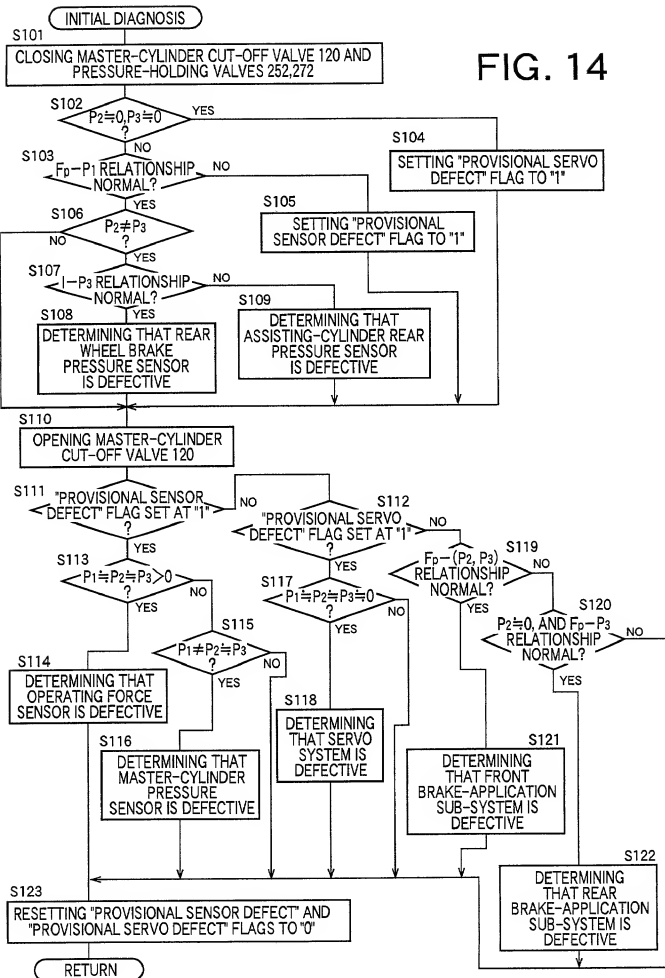


FIG. 15

MASTER-CYLINDER CUT-OFF VALVE 120		ELEMENTS DETERMINED TO BE DEFECTIVE
IN CLOSED STATE	IN OPEN STATE	
$P_2, P_3 \approx 0$	$P_1, P_2, P_3 \approx 0$	DEFECTIVE SERVO SYSTEM
ABNORMAL $F_P \cdot P_1$ RELATIONSHIP	$P_1 = P_2 = P_3$	DEFECTIVE OPERATING- FORCE SENSOR 330
ABNORMAL $F_P \cdot P_1$ RELATIONSHIP	$P_1 \neq P_2 = P_3$	DEFECTIVE MASTER- CYLINDER PRESSURE SENSOR 340
$P_2 \neq P_3$ , AND NORMAL $F_P \cdot P_3$ RELATIONSHIP	$(P_1 \neq P_2)$	DEFECTIVE REAR WHEEL BRAKE PRESSURE SENSOR 338
	$P_1 \approx 0$ , AND NORMAL $F_P \cdot P_2, P_3$ RELATIONSHIP	DEFECTIVE FRONT SUB- SYSTEM
	$P_2 \approx 0$ , AND NORMAL $F_P \cdot P_3$ RELATIONSHIP	DEFECTIVE REAR SUB- SYSTEM

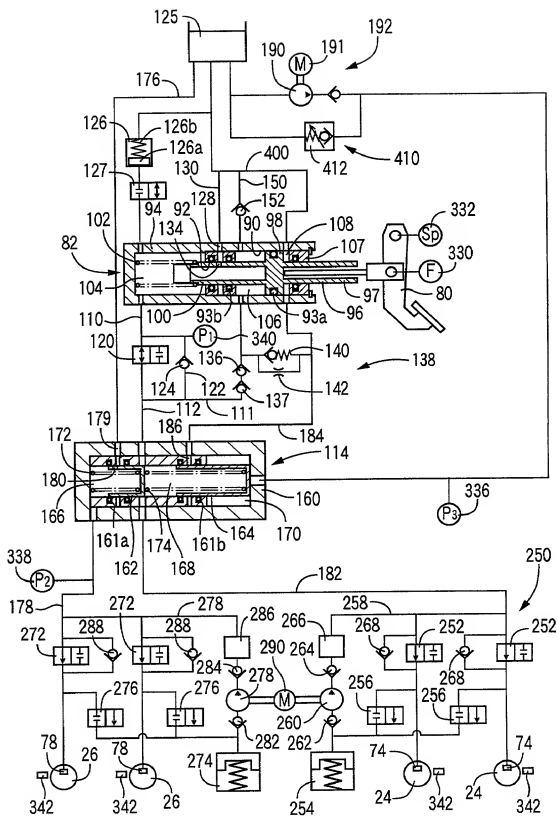
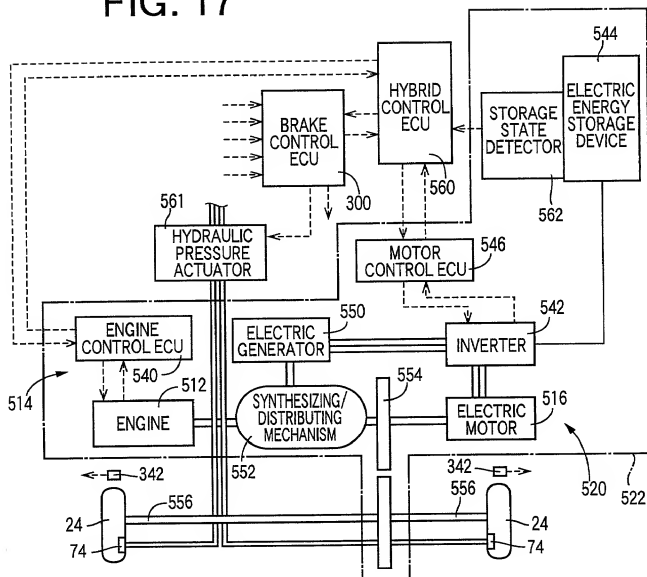


FIG. 17



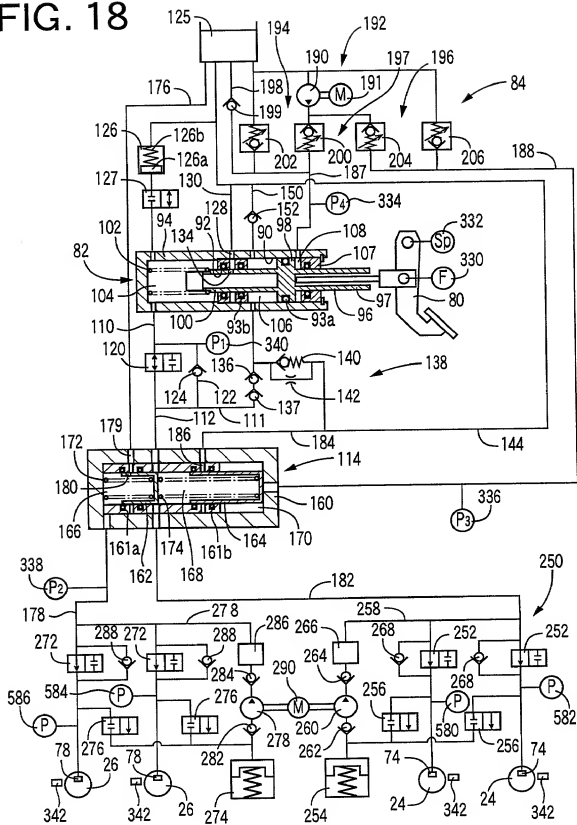


FIG. 19

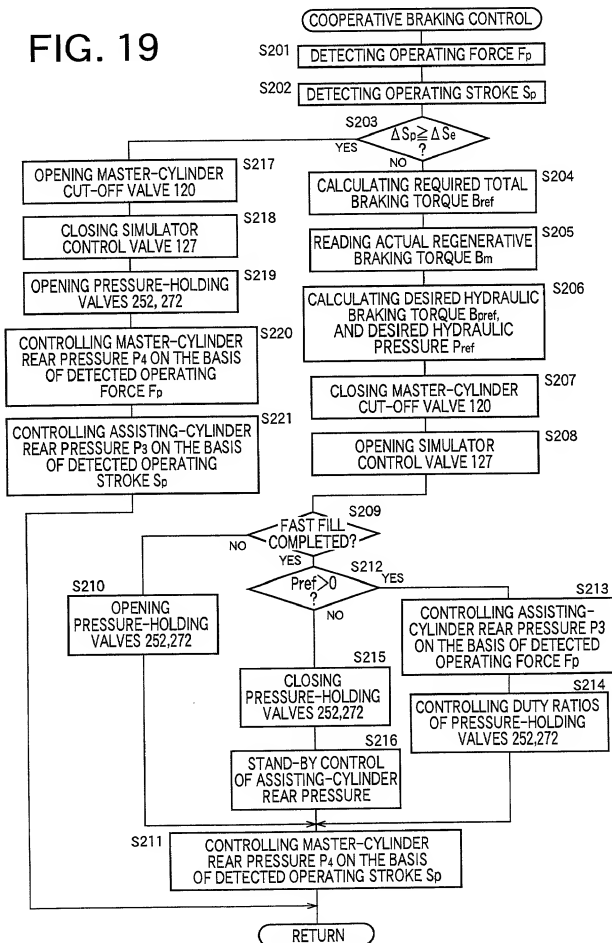


FIG. 20

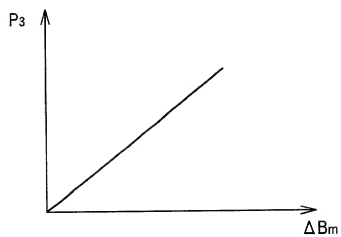


FIG. 21

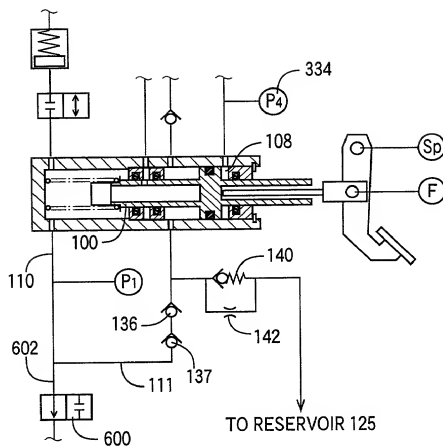




FIG. 22

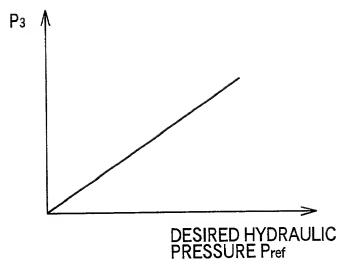


FIG. 23

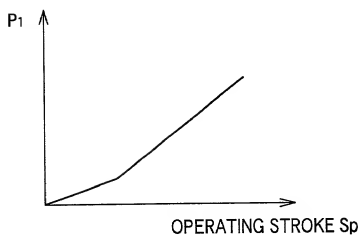


FIG. 24

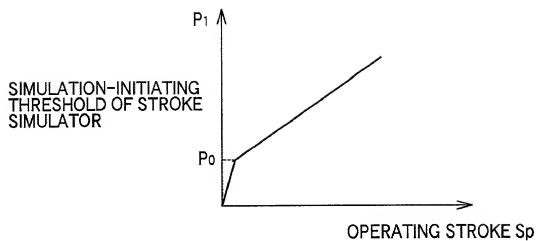


FIG. 25

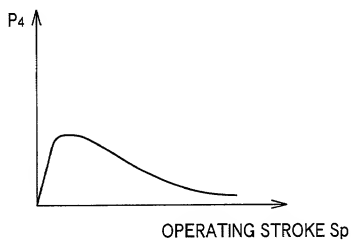


FIG. 26

